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SECURITY INFORMATION

## INFORMATION REPORT

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25X1 SUBJECT The Sovromleam Sawmill at  
Vatra Dornei

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1. The Vatra Dornei Sovromleam Sawmill formerly belonged to the Regna cooperative society. This society owned woods and sawmills in the vicinity of the rivers Bistrita, Dorna and Putna and on the opposite side of the Carpathian Mountains. After the nationalization, the best situated sawmills (best situated with regard to production and transport facilities) have been incorporated in the Sovroms, for instance, in the Bistrita valley:
  - a. The former Schieber sawmill at Vatra Dornei; four saws.
  - b. The former Dorna-Axin sawmill at Vatra Dornei; two saws.
  - c. The former Regna sawmill at Vatra Dornei; six saws.
  - d. The sawmill at Floreni near Vatra Dornei; two saws.
  - e. The sawmill at Jacobeni near Vatra Dornei; two saws.
  - f. The sawmill at Argestru; two saws.
  - g. The Falcau sawmill; six saws.
  - h. The Brodina sawmill; six saws.
  - i. The Putna sawmill; six saws.
  - j. The sawmills in Piatra Neamt (three Model factories), Bacau and Braila.
2. The sawmill at Vatra Dornei is located in the angle formed by the Bistrita and Dorna Rivers, about a km. from Vatra Dornei station (see diagram).

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3. The sawmill has six new saws of Czech make from the Brunkoenigsfelder Mechanical Works. These are:
  - a. Two 42-inch saws
  - b. Two 36-inch saws
  - c. Two 24-inch saws
4. The saws are arranged in three pairs, one behind the other, so that two can be used in parallel for one working process. Timber and boards are moved by chain hoisters.
5. For power the mill has two stationary steam engines of "Magyar Allam Gepgyar" manufacture, each of 150 h.p. They are at least 25 years old. Sawdust and waste are used as fuel. The factory has its own generators for lighting purposes.
6. Timber which is cut in the valleys of the Bistrita, Putna and Dorna is floated on the Dorna and on the Bistrita to the sawmill. It is then stacked in special places (see the attached diagram) and taken to the saws with the help of chain hoisters. In winter the timber is transported by eleven tractors with trailers and by special trains (with 30 cars) on the Viseu-Dorna line.
7. Work is divided into three eight-hour shifts. Each worker has to accomplish a fixed norm daily, which consists of 25 cu. m. of round timber per eight hours. (Payment is 168 lei a day or 21 lei per hour.) There is extra pay for work in excess of this norm. The norm for sorting timber is 11 cu. m. of boards.
8. The sawmill employs 1,200 workers, more than 600 of whom are soldiers not considered trustworthy enough to serve in regular Army units because they are the sons of kulaks. The soldiers as well as the majority of the other workers live in houses near the factory and the remainder in Vatra Dornei or the vicinity. Their average age is between 38 and 40. About seven or eight percent of the workers are women. Workers receive lunch in the factory canteen for 22 or 25 lei. They are all dissatisfied and in 1951 there was an attempt at sabotage. Cans of gasoline and kerosene were discovered hidden between the stacks. The Securitate was summoned but could not find the culprits though they were known to most of the workers.
9. Total production in 1951 was 102,000 cubic meters. The daily production (in 24 hours) was 750 cu. m. of round timber, yielding 60 percent (about 450 cubic meters) of cut timber. Only pine and fir were cut. Sixty percent of cut timber was sent to the Soviet transit depots at Radauti or Viseul de Sus, where it was resorted and sent on the broad-gauge railroad to the USSR. Twenty percent of the timber was sent to Hungary and Poland and the rest to Sovromconstructia. Short pieces and waste material were delivered to the Sovrom box factory adjoining the sawmill.
10. There are no security precautions at the mill. The soldiers working in the mill cannot be considered as defense forces.
11. The General Manager is Hermann Rubinger, who was formerly employed by the factory in Putna and is regarded to be a wood expert.

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## Key to Diagram

1. Bistrita River
2. Borsa-Viseul De Sus Railroad line
3. Dorna River
4. Bucharest Railroad line
5. Vatra Dornei
6. Vatra Dornei Station
7. Bistrita railroad bridge
8. Dorna railroad bridge
9. Railroad siding from the station to the mill
10. Six hundred mm. narrow-gauge railroad in the factory area, which leads from the sawmill to the depot and loading places
11. Stacks of boards in the open air
12. Administration office building
13. Hall with the six Brun-Koenigsfelder saws and circular saws
14. Machine hall with the two 150 h.p. steam engines
15. Boiler house with two steam boilers
16. Workers' dwelling houses
17. Raft landing and stacking site on the Bistrita shore
18. Raft landing and stacking site on the Dorna shore

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